



312066 0278 1488 4



GOVERNMENT DOCUMENTS  
COLLECTION

DEC 09 1992

University of Massachusetts  
Depository Copy

**“AS MASTERS OF  
OUR DESTINY, WE MUST  
VENTURE INTO NEW  
REALMS, KEEPING ALIVE  
THE SPIRIT OF DISCOVERY.”**

**WILLIAM F. WELD, GOVERNOR**

823/138



THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE DEPARTMENT  
STATE HOUSE • BOSTON

WILLIAM F. WELD  
GOVERNOR

MARCO PAUL CELLUCCI  
LIEUTENANT-GOVERNOR



GOVERNOR WILLIAM WELD AND LIEUTENANT-GOVERNOR PAUL CELLUCCI  
TAKE PRIDE IN HOSTING SAIL BOSTON 1992.

July, 1992

On behalf of the citizens of the Commonwealth, Lieutenant Governor Cellucci and I are delighted to extend our greetings to you on the occasion of Sail Boston 1992.

The Quincentennial of the Voyage of Columbus is an occasion of celebration for all the citizens of the United States and it is with great pride that Massachusetts plays host to this historic milestone.

While you are enjoying the pageantry of the Tall Ships and the wonderful summer days, we hope you will avail yourselves of the many cultural and historic attractions throughout the Commonwealth.

To all those taking part in Sail Boston, we offer our best wishes. To those of you from other states and countries, we extend a particularly warm welcome and hope you will return to Massachusetts in the near future.

Sincerely,

*William F. Weld*

William F. Weld  
Governor

# "OH CAPTAIN, MY CAPTAIN"

A LIST OF THE ESTEEMED FLAGSHIP CAPTAINS AND THEIR SPLENDID SHIPS

## TAKING PART IN SAIL BOSTON 1992

Amerigo Vespucci  
Captain Giancarlo Schiavoni  
Italy

ACY Grassetto  
Captain Damir Milos  
Croatia

Aris (Navy Gray Hull)  
Captain Athanasios Panas  
Greece

Capitan Miranda  
Captain Eduardo Lafitte  
Uruguay

Christian Radich  
Captain Dag Frigstad  
Norway

Concordia  
Captain Terry T. Davies  
Canada

Danmark  
Captain Kaare Foshammer  
Denmark

Danza  
Captain Juan Torruella  
Puerto Rico

Dar Miodziezy  
Captain Tadeusz Olechnowicz  
Captain Roman Marcinkowski  
Poland

Eagle  
Captain David V. Wood  
United States

Esmeralda  
Captain Jorge Arancibia  
Chile

Falken  
Captain Ragmar Westblad  
Sweden

Fryderyk Chopin  
Captain Chris Baranowski  
Scotland

Galaxy  
Captain Adrian Fieldhouse  
Israel

Gloria  
Captain Mauricio Soto Gomez  
Columbia

Gorch Fock II  
Captain Immo von Schurbein  
Germany

Juan Sebastian de Eicano  
Captain Rafael Vallejo  
Spain

Kaiwo Maru  
Captain Fujio Kuroda  
Japan

Kaliakra  
Captain Ivanov Zahariev Zahari  
Bulgaria

La Poste  
Captain Daniel Malle  
France

Libertad  
Captain Emilio Luis Courthiade  
Argentina

Lokki  
Captain Raimo Siiri  
Finland

Lord Trenchard  
Captain A. Cudlip  
Great Britain

Merit  
Captain Pierre Fehlmann  
Switzerland

Sagres II  
Captain Jose Manuel Malhao Pereira  
Portugal

Sedov  
Captain Alexey B. Perevchikov  
Russia

Shabab Oman  
Commander Chris C. Biggins  
Sultanate of Oman

Simon Bolivar  
Captain William Gonzalez  
Venezuela

Tovarishch  
Captain Boris Kisow  
Ukraine

S.V. Tradewind  
Captain Mark Hammond  
New Zealand

HNLMs Urania  
Lt. CDR. R.W. Goossens  
The Netherlands

Young Endeavour  
Commander C.G. Jones  
Australia

Zenobe Gramme  
Sub. Lt. Vittone Alain  
Belgium



**T**hey're back.

Once again, their towering presence adds new meaning to the term sky-scraper on the Boston skyline.

Boston is host port for The Tall Ships and the Grand Regatta Columbus '92. Some 150 ships from more than 30 nations around the world are in our waters.

Among the Tall ships are the 370 ft. *Juan Sebastian de Elcano* of Spain, the 241 ft. *Christian Radich* of Norway, the 331 ft. *Amerigo Vespucci* of Italy, even a vessel from the Commonwealth of Independent States—formerly the USSR—the 385 ft. *Sedov*...and more.

These grand dames of the high seas first won our hearts and imaginations in July 1976 when they helped us celebrate the Bicentennial of the Independence of our nation. Apparently the attraction was mutual. The ships returned in May 1980 to kick off Boston's 350th birthday party.

Defining the term Tall Ship is elusive. Admirals and merchant entrepreneurs think of ships in pragmatic terms of length, tonnage, displacement, armament and mission. Poets, on the other hand, capture the beauty and romance of ships and the sea which stirs the soul of even the desert-dweller.

At the turn of the century, a British boy named John Masefield ran away to sea. In his poem, "Sea Fever" Masefield wrote:

*"I must go down to the sea again, to the lonely sea and the sky,*

*"And all I ask is a tall ship and a star to steer her by..."*

Grouped under the romantic umbrella of Tall Ships are those vessels engaged in sail training, particularly of naval cadets. The training ships can be privately-owned or represent a nation; most are members of sailing training organizations—the International Sail Training Association and the American Sail Training Association.

In addition to training naval cadets and the future officers of their nation's fleets, the Tall Ships serve as good will ambassa-

# SAIL BOSTON 1992

BY LAURA WHITE

dors. U.S. Coast Guard cadets train on the *Eagle*, a 295 ft. barque with 148 ft. masts and 23 sails. (Note the blue strip, red bar with the Coast Guard insignia on the white hull.)

Boston's own Tall Ship is U.S.S. *Constitution*, the oldest fully commissioned warship in the world. She's berthed in Charlestown and will officially welcome the Tall Ships with cannon salute as in the previous visits.

"This year, the Constitution will leave her mooring at Charlestown's National Historic Park and move to the waters around Deer Island. We'll turn around and wait the *Eagle* to join us," said CDR. Rick Amirault, Commanding Officer of "Old Ironsides".

Protocol has the *Eagle* lead the flotilla ships to rendezvous with the *Constitution*. "Old Ironsides" then leads the parade of more than 150 ships into the harbor.

"Drawing in at the Fish Pier, the *Constitution* will fire a 21 gun salute to America on behalf of all the ships in the parade. If each ship fired a salute the parade would last the entire visit. As it is, the parade is about 20 miles long," said Amirault, a Somerville native who took command of the *Constitution* last year.

Once again we'll see the *Esmeralda*, a 353 ft. four-masted barkentine that trains Chile's naval cadets. Her name, Spanish for emerald, honors a warship captured from Spain in 1818 during Chile's struggle for independence.

Portugal's 293 ft. *Sagres II* is sister ship to the U.S.S. *Eagle*. Both were built by Germany in 1936.

One of the escorts for the large Class A ships is the familiar *The Bill of Rights*, a 125 ft. two-masted gaff-rigged schooner. She lives up to her name by providing sail training and education for troubled youngsters sent by the courts. The national program is run by Vision Quest, a child welfare agency licensed in Philadelphia, and approved by the U.S. Coast Guard. It is designed to teach seamanship, responsibility, pride and working together and academic subjects to teenagers during three-to-four month long programs.

Newcomers include The *Niagara*, reconstructed brig and former flag ship of the American Fleet in Lake Erie which soundly defeated the British during second year of the War of 1812. During the bitter battle, the *Niagara's* captain, James Lawrence, urged his men, "Don't give up the ship!"

Led by Commodore Oliver Hazard Perry, the U.S. Fleet defeated six British warships. It was the first time in history an entire British fleet surrendered. Perry, hailed a hero, announced, "We have met the enemy and they are ours." His younger brother, Matthew, later commanded the first U.S. steam warship and opened Japan to American trade.

This is the first time the *Niagara* will be seen in east coast waters. Now a museum and training ship, she's manned by both professional sailors and male and female volunteers.

"We have nurses, carpenters, doctors, you name it," said Jim Oliver, *Niagara's* curator.

There's also the *Susan Constant*, a reproduction of one of ships that took colonists to Jamestown, Virginia in 1607.

During the Tall Ships' six-day stay more than 2 million visitors are expected in Boston. Many of the Tall Ships and visiting U.S. Navy vessels are open for inspection. On July 16, Bostonians will wave "God Speed" as the Tall Ships race to Liverpool, England in the last leg of the Columbus Regatta which began in Cadiz, Spain on May 3.



Plans for the mega-celebrations for the Columbus Quincentennial raise many questions about just how previous centennials were celebrated.

Exploring long-forgotten documents, books and old newspapers reveals amusing events and some similar to Sail Boston '92.

In 17th Century Massachusetts, Pilgrim and Puritan residents pretty much ignored the voyage anniversary of that Genoese sailor and his Spanish ships. Britannia ruled the waves. Their own forefathers had pulled off a pretty neat trip in "The Mayflower".

After winning Independence from Britain, Americans began building a new nation and a new identity. Americans of all ethnicities shared in Columbus' discovery.

A Boston slave and the first African American poet—Phillis Wheatley, linked Columbus with the emerging nation. Wheatley had been educated in the classics before she was freed in 1773 by John Wheatley of Boston. She used the feminized Latin, *Columbia*, in her poem, "His Excellency George Washington":

"Fixed are the eyes of Natives on the scales, for in their hope *Columbia's* arm prevails."

Impressed, General Washington invited Wheatley to visit his Cambridge military headquarters in 1775. Thomas Paine printed her poem in his *Philadelphia Gazette*, popularizing it. Wheatley's *Columbia* connection clicked. Later, Congress approved a site along the banks of the Potomac for the nation's capitol; they named it Washington in the District of *Columbia*.

By now, the old world took notice of the spunky new nation that had handed the Redcoats their hats and showed them the way out. European immigrants arrived. New Yorkers calling themselves the *Columbian Order* dedicated a black marble obelisk on October 12, 1792, honoring the 300th anniversary of Columbus' landfall.

By the 400th anniversary in 1892, the Civil War was over. The nation was whole. Wounds were healing. It was a time for looking forward by hailing the past. The nation's official celebration of the Quadricentennial was in New York.

# 1892

## 400 YEARS AND COUNTING

Hundreds of thousands of people crowded New York for the three-day celebration of parades with marching bands and decorated floats, processions, fireworks, monument dedications and a flotilla of international vessels. Sound familiar?

A Boston newspaper of the period, *The Journal*, reported, "Massachusetts Governor William Russell and his staff were followed by the Fencibles of Washington, the champion drill corps of the country."

Bostonians who didn't travel to New York celebrated by placing a wreath at the base of Columbus' marble statue at Louisburg Square.

The Boston Public Library, at Copley Square, opened an exhibition of original and rare documents, letters, old maps and art works focusing on Columbus. The *Boston Journal* of Oct. 13, 1892 reported the exhibit was well worthy of the "attention of billionaires" because the documents "have valuation running up into the thousands". [That was 1892 dollars]

Meanwhile, hundreds of thousands of people gathered in New York. Some 7000 dignitaries from around the world were invited. Vice President Levi Morton represented President Benjamin Harrison, who remained in Washington. Former US presidents Grover Cleveland and Rutherford B. Hayes attended. The widows of former president, Ulysses S. Grant, and Union Army Gen. George McClellan represented their husbands.

Ambassadors and foreign ministers bedecked in medals and national regalia represented such nations as Mexico, Chile, Spain, Germany, Italy and the Ottoman Empire. From a specially-constructed grandstand the honored guests viewed a spectacular parade of

hundreds of military, civic and social marching groups and 35 decorated floats. Formations of uniformed soldiers in Union Blue and others in Confederate Gray marched down the same streets to martial music and cheering crowds.

Most of the floats hailed Columbus — his "Landing" and his "Encounter with Indians". Other floats honored the Native American people — "Prehistoric America" and "The Mounted Chiefs of the Allied Indian Tribes". A drawing in the *Boston Journal* showed the Aztec-inspired "The Sun Worshipers" float with a pyramid, sunburst, fire torches and Indians with feather headdresses on the horse-drawn cart.

A float apparently ahead of its time was entitled "The Supremacy of the Woman".

The celebration was non-stop. At 10:30 p.m. the sky above the Brooklyn Bridge lit up with "Chinese suns, bouquets and stars in American and Italian colors". The fireworks lasted until midnight.

For the Columbus Flotilla, The *Boston Post's* page 1 reported: "The shores of Staten Island, Fort Hamilton, Bay Ridge and the North River were lined by an army of picknickers. A rough estimate of 200,000 people on the bluff near Grant's Tomb may be too small."

"The vessels in the parade moved at a uniform rate of six miles an hour. There was ample opportunity for everyone to view the spectacle. The trim-looking French man-o-war *Arethuse*, the Spanish warship *Infanta Yzabel*, and the Italian cruiser *Bausan* were all cheered as they proudly steamed up the Hudson," continued the paper.

Steamships had replaced the clippers by the turn of the century. The era of the graceful clippers with their billowing sails which set speed records carrying mail, commerce and passengers between the East and West coasts nation, was over.

Everyone thought they'd said "good-bye" forever to the Clippers and her square-rigged sister vessels forever.

A century later, on this the Quincentennial celebration of the Age of Discovery, Boston says:

"Ahoy, Tall Ships. Welcome!"

LAURA WHITE

## THE HOME OF 'THE SACRED COD'

The site of the official Sail Boston 1992 Captains Reception, the Massachusetts State House on Beacon Hill, is the second building to house the government of the Commonwealth. During the early years of the republic, when the "Old State House" outgrew the needs of the rapidly expanding state government,

Boston architect Charles Bulfinch was commissioned to design a new state capitol on pasture land, at the corner of the Boston Common, atop Beacon Hill.

The Bulfinch State House was completed in 1798 and is about to celebrate its 200th anniversary. It is the oldest state capitol still in continuous use.

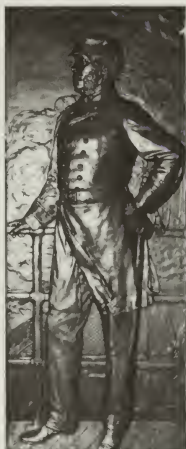
Gracefully proportioned and crowned by a magnificent dome, it symbolized the aspirations of the new commonwealth and nation. From its balconies, its tenants could watch the activity of a prosperous Boston Harbor while enacting the legislation that would charter the course of the state. Its halls have received everyone from Davy Crockett to John F. Kennedy. And, although the building has undergone many changes, additions and alterations since the cornerstone was laid by Samuel Adams and Paul Revere, its golden dome and stately ceremonial halls continue to command the respect and devotion of every visitor.

The Golden Dome of the State House is one of the most famous sights in all of Boston. However, it has not always been gold. The original wooden dome,

painted white, soon leaked and was roofed in copper by Paul Revere in 1802. When the copper oxidized to a green color, the dome was painted gray until 1861 when it was painted gold. It was ultimately gold-leafed in 1874 and has been regilded many times since, except for a period during World War II when it was painted battleship gray to disguise it from the air.

Up the front steps and through the original front doors are the magnificent gathering rooms, from the simple and stately Doric Hall to the grand and elegant Nurses Hall and the Hall of Flags. The chambers of the two branches of the legislature are as rich in decorations as they are in history. Everywhere there is evidence of the countless skilled craftsmen, foreign and domestic, who helped create the mosaic

REAR ADMIRAL  
JOHN ANCRUM  
WINSLOW,  
RELIEF, SENATE  
STAIRCASE HALL



floors, the coffered ceilings, marble cornices, and stained glass windows.

The State House is also home to the Commonwealth's fine art collection. This collection had its origins in a small group of portraits of colonial governors and one wooden sculpture of a fish, called the "Sacred Cod", at the "Old

State House." These articles were ceremoniously transferred to Beacon Hill when the "New" State House opened in 1798. Since that time, the painting, sculpture and mural collections have grown to over 230 objects, spanning and illustrating the gubernatorial, military, and civic history of the Commonwealth. The collection is on display in the public corridors, Executive Suite offices, House and Senate chambers.

The governors portrait collection composes the largest portion of our holdings. Portraits of eighty-six governors, from Edward Winslow, one of the original Mayflower passengers, are installed throughout the building. Images of the governors of Plymouth County, the Massachusetts Bay Colony, and the Province of Massachusetts Bay (1629-1774) hang on the second floor; those since the adoption of our constitution (1780-1963) are installed on the third floor, beginning with John Hancock outside the Governor's office. By tradition, portraits of the last seven governors (1964-1990) hang in the Executive Suite foyer.

The State House sculpture collection recognizes the heroic deeds and outstanding public service of many Massachusetts citizens and national figures. Presidents, from George Washington to John F. Kennedy are honored with over-life-size statues. All branches of the United States military are represented in statues, busts and commemorative plaques. In particular, the achievements of Jeremiah O'Brien, Commander of the Revolutionary Navy, and John Anrum Winslow, Rear Admiral during the American Civil War, are celebrated in plaques in Nurses Hall.

The State House is also graced by three large bronze statues by renowned sculptor Daniel Chester French, including the equestrian statue of Major General Joseph Hooker and Brigadier

General William Bartlett who made their careers during the Civil War. The statue of Governor Roger Wolcott also by French, is a prototype of the Lincoln Memorial in Washington, D.C.

Certainly, one of the cherished artifacts in the State House is the 'Sacred Cod' which hangs in the House of Representatives Chamber. Dating back to the "Old State House", legislator John Rowe moved that "leave might be given to hand up the representation of a cod fish in the room where the house sit, as a memorial of the importance of cod-fishery to the welfare of the Commonwealth..." (Journal of the House, March 17, 1784). When the new State House was opened, the 'Sacred Cod', wrapped in an American flag, was borne up Beacon Hill and placed in the House Chamber. It remains a symbol of the Commonwealth's economic beginnings, as the fishing industry provided early New Englanders with food, fertilizer, and revenue from trade.

Wall murals throughout the building illustrate historic moments in Massachusetts history. The series in the Chamber of the House of Representatives illustrates events early in our history, and those in Nurses Hall portray such famous incidents as Paul Revere's Ride and the Boston Tea Party.

This extensive collection is cared for by the Massachusetts Art Commission, under the direction of the Superintendent of State Office Buildings, David B. Balfour, Jr., who oversees and maintains this historic building.

We hope that you will take a moment to enjoy the Massachusetts State House.

Susan Greendyke Lachvre  
Executive Director  
Massachusetts Art Commission

## IDENTIFYING THE SHIPS

Ships are described by their sail rigging as well as by their duty. For example: *The U.S.S. Constitution* is a full-rigged (three masts with square sails on three masts) frigate (naval warship). *The Flying Cloud*, called the "Queen of the Clippers", was a full-rigged merchant clipper designed in 1851 by Donald McKay in his East Boston shipyard. She set sailing records as a packet carrying cargo and passengers around Cape Horn to California.

The following describes ships and their rigging.

**FULL RIGGED Ship**—minimum three masts all-squared rigged..

**BARK**—minimum three masts with square sails on first two masts; the third mast (mizzen) is fore-and-aft rigged, going in same direction as hull.

**BARKENTINE**—minimum three masts, all fore-and-aft rigged with square-rigged sails on front mast only.

**BRIG**—two masts, both square-rigged.

**BRIGANTINE**—three masts, square-rigged on front only fore-and-aft rigged mainmast.

**SCHOONER**—two or three masts fore and aft masts run parallel to the hull.

**TOP SAIL SCHOONER**—two square sails to top of front mast added to schooner rigging

**KETCH**—small boat aft mast forward of helmsman

**YAWL**—small boat aft mast after helmsman



FULL RIGGED SHIP



BARK



BARKENTINE



BRIG



BRIGANTINE



SCHOONER



YAWL



KETCH



TOP SAIL SCHOONER



## COLUMBUS AND THE AGE OF DISCOVERY...



Photo Gary Gaudreau

CRISTOBAL COLON, CHRISTOPHER COLUMBUS, A NATIVE  
OF GENOA, THE ANCIENT SEAPORT ON THE WESTERN  
COAST OF ITALY.

### THEY CALL HIM...

Christopher Columbus in English

Cristoforo Colombo in Italian

Cristobal Colon in Spanish

Christovao Colom in Portugese

Christophe Colomb in French

Christopher Columbus' discovery of a new world changed the known world forever.

Many consider his feat the most spectacular and most far-reaching geographical discovery in recorded history. King Tut's tomb, gold in California, the source of the Nile....all pale by comparison.

Regardless, people from throughout America, Spain, Italy, Portugal and other nations gather here in Massachusetts to launch celebrations of the 500th anniversary of Columbus' Age of Discovery.

That ancient mariner's landfall was the Bahamas—Watlings Island, now known as San Salvador.

Boston, however, is indelibly linked to Columbus. Here, the first statue of Columbus in America was erected in 1849 at Louisburg Square, where it still stands. The marble figure of a young man in 15th Century dress was given to the city by a wealthy Boston merchant and ship owner, Joseph Isagi, who lived at No. 3 Louisburg Square.

Much of what the world knows of Columbus and his great enterprise comes from the painstaking research of a Massachusetts mariner and historian, the late Samuel Eliot Morison. In 1939, Morison organized the Harvard Columbus Expedition. With the barkentine *Capitana* and ketch *Mary Otis*, Morison retraced Columbus' voyage, sailing the waters of Spain, Portugal, the Azores, the Canary, the Leeward and the Windward Islands, Cuba and Hispaniola.

Morison's two-volume work, *Admiral of the Ocean Sea: A Life of Christopher Columbus*, published in 1942, was awarded the Pulitzer Prize for Biography. It is translated into most languages. Even today, Morison's works on the explorer are de rigueur for anyone interested in Columbus.

Morison called Columbus "the greatest mariner of all time". He also saw Columbus as a man "not without faults and defects", citing stubbornness, plus in-



domitable faith in God and his mission. But Columbus' intelligence, courage and spirit of enterprise are qualities that separate the dreamers from the doers, even today.

Who was this man born as the Middle Ages dovetailed the Renaissance? How could the parents of the boy born in the Republic of Genoa in 1451 know that the name they gave their son would be prophetic?

Domenico Colombo was a wool weaver and member of a local wool-weaver's gild (sic), the medieval equivalent of trade union. Colombo means dove. Domenico and his wife, Susanna, christened their boy, Cristoforo, after the holy hermit who was the patron saint of travelers.

Traditionally people celebrated the feast-day of their patron saint rather than their own birthday. Perhaps that explains Columbus' religious piety and missionary zeal to carry the Christian Word of God to distant shores. His own later writings and those of his contemporaries confirm such zealous objectives.

Young Cristoforo worked for his father. But he loved the sea; he frequently shipped out on Genoese vessels trading in the Mediterranean. At 25, he signed on as a seaman for an armed Genoese convoy carrying valuable cargo to Northern Europe. Wounded after his ship was attacked and sunk, Columbus made his way six miles to the Portuguese shore. The villagers treated him then sent him to join other Genoese living in Lisbon.

The Portuguese capital was an intellectual and cosmopolitan incca. Columbus worked with his brother Bartholomew making naval charts. He learned Latin and other languages. He read Marco Polo, Ptolemy and the ancient astronomers. He mixed with master mariners. He sailed on Portuguese vessels to the Azores and Africa, to Iceland and Ireland. Even today, the Irish tourist board

hail his visit. In Galway, he recorded seeing two dead people in a drifting boat, with extraordinary features; he said the 15th Century Irish who saw the bodies believed they were Chinese. Could this have reinforced his belief that the Indies lay beyond those cold Atlantic waters?

Back in Lisbon, Columbus married into a prestigious Portuguese family. His wife's grandfather had been a knight companion of Prince Henry the Navigator, her father, a hereditary captain. Good connections for an ambitious man.

By today's standards, Columbus had it made for a comfortable life. But he was a man with a mission, a plan he called the Enterprise of the Indies. He would sail west to find the a new route to The East. He'd bring his religion to that region; he'd return with riches for the Crown and reap rewards and titles.

Columbus spent 15 years seeking a royal sponsor for his enterprise—nine in Portugal. In Spain, the Catholic monarchs, Ferdinand of Aragon and Isabella of Castile, had other priorities—ousting the Moors from Granada—and kept him dangling for six years. He sent his brother to the thrones of England and France. Skeptics thought him balmy.

Such obstacles would deter most men. Not Columbus. Finally, in April of 1492, the Spanish monarchs approved the enterprise and the Capitulations granting Columbus economic rights and titles including Admiral of the Ocean Seas.

With the *Nina*, *Pinta* and *Santa Maria*—three tiny caravels carrying an estimated crew of 90—Christopher Columbus left Palos in southwestern Spain, on August 2, 1492.

Queen Isabella's royal ensign, quartering the castles and lions of Castile and Leon, was hoisted on the main mast. The special banner of the expedition: a green cross on a white field with a crown on each arm—a concession to Ferdinand—flew on the foremast (or mizzen). Replicas of those hardy vessels would be wor-

thy companions to the flotilla gathered now in Boston Harbor.

Finally, after a stopover for repairs and supplies in the Canary Islands, the caravels sailed into the uncharted Atlantic in search of a westerly route to the Far East on September 6, 1492.

Morison recounts from the voyage log how Columbus, from his flagship the *Santa Maria*, ordered: "West; nothing to the north, nothing to the south."

Today, with space travel and satellite communications technology, we probably can't imagine the fear and isolation of those seamen heading into the unknown.

The winds caught in the caravels' voluminous sails propelled the vessels with remarkable speed. The best day's run was 182 miles. During the first 10 days of the voyage the fleet made nearly 1200 nautical miles. The speed buoyed the spirits of Columbus and the crew.

Then fickle winds slowed forward progress to a tortoise pace. There was only water on the horizon. The crew grew frightened and testy.

After 31 days at sea, then longest recorded voyage out of landfall, the weary and wary crew threatened mutiny. According to Morison, Columbus was unshaken in his belief of his enterprise. His confidence in the venture and the promise of fame and fortune bought him three days from the crew.

Then, in the early morning of October 12, Rodrigo de Triana, the lookout on the *Pinta*, gave the cry all prayed to hear: "Tierra! Tierra! Land! Land!"

LAURA WHITE



SENATOR P. BERTONAZZI, CHAIRMAN  
MASSACHUSETTS CHRISTOPHER  
COLUMBUS QUINCENTENNIAL  
COMMISSION

# "OLD IRONSIDES"



THE USS CONSTITUTION  
IS TURNED AROUND TWICE A YEAR, TO PREVENT MAINTENANCE  
PROBLEMS ON THE SUBMERGED PORTION OF HER HULL. SHE SERVES  
TO THIS DAY AS A FLOATING MUSEUM AND A NATIONAL MONUMENT, A  
PROUD REMINDER OF THE PAST GLORY OF THE UNITED STATES NAVY  
IN THE ERA UNDER SAIL.

## As the *Guerriere's* cannon balls bounced off the Constitution's wooden hull, British sailors shouted in dismay, "Her sides are made of iron".

The U.S.S. Constitution, leading the Parade of Tall Ships into Boston Harbor, is a symbol of America's Navy.

She was one of six frigates whose construction Congress authorized in 1794. That legislation launched America's first navy. Her keel was laid at Edward Hartt's shipyard located at what is now the site of the Coast Guard station on Commercial Street. Paul Revere furnished much of the Constitution's copper and metal hardware.

In her early days, the Constitution delivered her young nation's message to foreign powers. To French privateers interfering with our commerce, to the Bay of Tunis and all the Barbary Coast pirates imprisoning our seamen and to the British, the Constitution effectively said, "Don't mess with America."

The Constitution earned her nickname in a battle with HMS *Guerriere* in 1812. As the *Guerriere's* cannon balls bounced off the Constitution's wooden hull, British sailors shouted in dismay, "Her sides are made of iron".

Boston Brahmin Oliver Wendell Holmes immortalized her in his poem, "Old Ironsides". Since then the Constitution has enchanted everyone who loves the sea.

The Constitution brought America to ports around the world in 1845. At Naples, Italy, in 1849, Pope Pius IX

visited on board; the first pontiff to step on U.S. territory.

After a tour of important seaports in the United States, the Constitution has remained in Boston. Each year more than a million visit her annually. She's one of Massachusetts' most important historical sites; a time capsule of 18th Century America. The low head space, tiny hammocks which served as sailors' bunks, and cramped space remind us how we've grown in physical and well as political stature in two centuries.

The Constitution's guest book is filled with illustrious names. Queen Elizabeth of England added her autograph in the Constitution's guest book after touring the ship during her 1976 Bicentennial visit with Prince Philip. It was the first time a reigning British monarch was on board. The Constitution had fired a 21-gun salute welcoming the Queen, aboard the Royal yacht *Britannia*, when it entered Boston Harbor.

The King of Country Music, Johnny Cash visited "Old Ironsides" in 1987. Cash was in Boston to perform with John Williams and the Boston Pops' at the Fourth of July Concert at the Hatch Shell.

Cash, a towering 6'4" bashed his head on ship's overhead beams at every turn. He had to walk hunched over, but he poked into every cranny.

The Constitution's history is recalled by tour-guide sailors assigned to the ship and at the adjacent USS Constitution Museum.

The Constitution goes into dry dock for inspection in September. Her masts and copper sheeting will be removed, her keel laid bare, so experts can determine her condition.

It's part of the Navy's preparation for the 200th anniversary of the March 27, 1794 Act of Congress to build the Constitution and five other frigates that became the nation's first naval fleet.

"The Constitution will remain open to the public while she's in drydock. Visitors can walk topside. There'll be a raised walkway, so can people look into the drydock and see the shipwrights working. We'll have video tape monitors recording the process. Our guys will make repairs the way ships were repaired 200 years ago. It's living history. That's what the Constitution is," said Ammirault.

According to the commander, a big bash is planned for 1994. And, Tall Ship captains promised to return to help the Constitution celebrate.

"We're getting the Constitution ready for her party...and the start of her third century of service to the nation," assured Commander Ammirault.

LAURA WHITE

# MASSACHUSETTS MARITIME HISTORY

Massachusetts' maritime history is woven with threads of independence, adventure, courage, curiosity, entrepreneurship and commerce; it is embroidered into the tapestry of our national character.

Of course, there was that famous Tea Party the colonists threw. But what makes Massachusetts unique is the breadth of maritime activity from the 17th Century to the present.

Preserved in maritime lore and literature are the exploits of Boston, Salem and Gloucester fishermen, the New Bedford and Nantucket whalers, the merchant sea captains of the China Trade, and the Clipper Ships built by Donald McKay in East Boston that set speed records for travel around Cape Horn to California.

"Massachusetts always has retained a consciousness of its links with the sea. And that's how others perceive us," said Daniel Finamore, Maritime History curator at the Peabody Museum in Salem. Founded in 1799 by the sea captains of Salem's East India Marine Society, the Peabody Museum is the oldest continuously operating museum in the nation.

"The current celebration with its variety of sailing ships from around the world seems appropriate here in Massachusetts," he continued.

Massachusetts ships and seamen shaped the history of the sea and the evolution of ship design—whether fishing vessels, clippers, whalers or steamships. Barrel-bottomed fishing schooners from Beverly, Marblehead and Gloucester found cod and marine life riches in the Grand Banks of Newfoundland and the northern Atlantic. Their hauls fed the population and the economy.

"Our wealth of raw materials, particularly the lumber of New England, gave rise to the fishing, ship building, merchant trades and a major diversity of occupations connected with the sea," Finamore points out.



THE PLAQUE ON THE SIDE OF THE MONUMENT ON CASTLE ISLAND IS A FITTING EPITAPH TO A MASTER OF CLIPPER SHIP DESIGN

The importance of the lumber and fishing industries to Massachusetts was symbolized by the early builders of the Commonwealth; they erected a pine cone atop of the cupola above the Golden Dome of the State House and placed the Sacred Cod, carved out of a single piece of wood, over the public gallery in the House of Representatives Chambers.

It was here that the schooner-rig was first used, says Finamore. This has fore-and-aft sails that run parallel to hull, unlike square-rigging which runs perpendicular. Fore-and-aft rigging made for slower sailing but offered fishermen better maneuverability, a necessity in the shoals and rocky waters of north Atlantic fishing grounds.

The lobster trap was invented in Swampscott in 1808, expanding a shell-fishing industry that also included oystering and clamdigging, according to the Peabody.

Whalers from New Bedford, Cape Cod and Nantucket followed their prey into the Atlantic around Cape Horn to the Arctic Ocean, into the Pacific and all the way to Japan.

One sailor captured the rigors aboard the whalers and the adventures of their courageous crews; Herman Melville took us to sea with him in *Moby Dick* and *Billy Budd*.

Not content to stay along transatlantic trade routes, Massachusetts and New England ship owners sailors struck out to trade in the Indies and the Pacific.

"British merchant ships were slow to follow in the wake of British explorers. New England seamen weren't.

"At the Peabody, we have the 1789 records of the East India Marine Society's proposal to buy the published navigational charts of Capt. James Cook and George Vancouver. They were costly and had to be voted upon. We have other records listing the North Shore ship owners and captains using the charts to plot western trades routes," said Finamore.

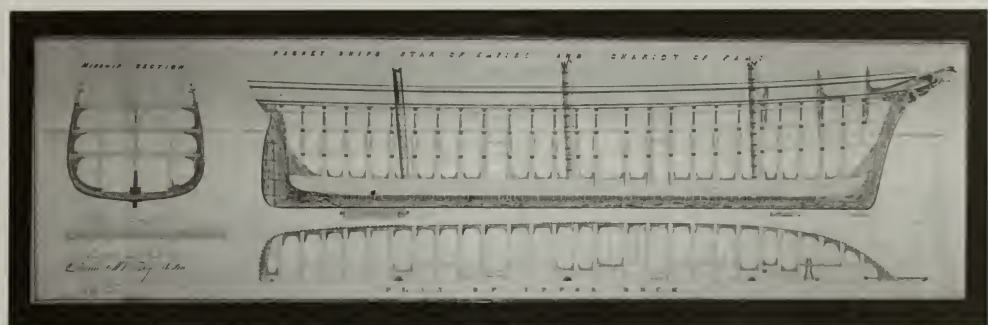
(Next February, The Peabody will be one of only three sites in the United States selected to host an exhibit of *The Great Age of Sail: Treasures of the National Maritime Museum of Greenwich, England*.)

If British merchants were slow, Yankee captains were shrewd entrepreneurs. They weren't content with just taking local products to England and returning with British goods. They struck out on new Pacific routes where fortunes were made on each voyage. The captains brought back gold, ivory, molasses, silks, Chinese porcelain and a smorgasbord of foods, spices styles, and products from around the world.

The Peabody Museum has more than 300,000 objects, artifacts and documents in their maritime and china trade collections.

"A shrewd captain would trade various cargo six or eight times at island





THE STAR OF EMPIRE AND CHARIOT OF FAME, A PLAN OF THE TWO PACKET SHIPS.  
FROM AN ORIGINAL DRAWING BY DONALD MCKAY, OF EAST BOSTON, MASSACHUSETTS. CIRCA 1853. COURTESY OF THE  
PEABODY MUSEUM OF SALEM, MASSACHUSETTS.

stops along the Pacific route, making huge profits. Many taught islanders how to prepare and preserve local produce that could be traded for other goods," said Finamore.

Trade with the Far East, the discovery of gold in California's west gave rise to the Clipper Ship. Again, Massachusetts led the way.

In an East Boston shipyard, clipper history was made. Donald McKay, young Nova Scotia shipbuilder, set up shop on Border Street after being commissioned to design clippers for Boston merchant Enoch Train. McKay's friend, Henry Wadsworth Longfellow frequently visited to watch ship construction. It was after one of his visits he wrote his famous poem "The Building of the Ship". (Later, Longfellow immortalized "Old Ironsides".)

McKay built *The Flying Cloud* in 1851. His design was innovative—235 feet long, only 41 feet at the beam, and weighing 1,793 tons. Up to then, no ship over one thousand tons had been built; most shipbuilders thought wooden vessels of that size would weaken under the stress of the sea. However, *The Flying Cloud* with her figurehead of a winged angel blowing a trumpet heralded the



THE FAMOUS FLYING CLOUD, DESIGNED BY DONALD MCKAY, THE  
MASTER BUILDER OF RECORD-BREAKING CLIPPER SHIPS DOMINATED  
THE TRADE ROUTES OF THE SEVEN SEAS.

FROM A LITHOGRAPH BY N. CURRIER; E. BROWN. COURTESY OF THE  
PEABODY MUSEUM OF SALEM, MASSACHUSETTS.

new breed of clippers.

So impressive was *The Flying Cloud*, a New York firm asked Train what he wanted for her. Train, more than doubling her costs, replied, "\$90,000."

"We will take her," said the New Yorkers.

Though Train made 100 percent profit, he probably regretted selling her. *The Flying Cloud* became the Queen of the Clipper Ships. She set speed records between the East and West coasts. On one voyage she logged 374 miles in one day. *The Flying Cloud's* grace and speed brought fortune to her owners, and fame to her designer.

McKay's building commissions increased. He built more than 50 wooden sailing ships among them: *The Great Republic*, *The Sovereign of the Seas* and *Chariot of Fame*.

Despite his productivity and his acclaim, McKay wrote, "I never yet built a vessel that came up to my own ideal. I saw something in each ship which I desired to improve upon."

Changing economic tides and new industrial developments brought the era of the clipper ships to a halt after only a decade. McKay built

ironclad gunships for the U.S. Government during the Civil War. But New England's maritime pre-eminence came to a close as the Age of Sail gradually gave way to the Age of Steam.

Today, the majestic Tall Ships from more than 30 nations participating in the Parade of Sail into Boston Harbor will pass a granite shaft on the banks of Castle Island. It was erected and dedicated to Donald McKay in 1933 by local citizens. The shaft serves as a welcome and as a symbol of Massachusetts' equally majestic maritime heritage.

LAURA WHITE

# THE PORT OF BOSTON: A SEAFARING TRADITION



CARGO HANDLING IN THE PORT OF BOSTON THEN AND NOW  
(PHOTOS COURTESY OF THE MASSACHUSETTS PORT AUTHORITY)

From the earliest days of the Massachusetts Bay Colony, Boston Harbor has been our region's greatest natural resource and our most important transportation gateway. As New England's link to international markets, the Port of Boston has played a significant role in our region's wealth and economic development for the past 350 years.

Today, international trade remains at the heart of the region's economy, with an estimated 16 percent of manufacturing jobs in New England related to foreign commerce.

The visit of the Grand Regatta Columbus Quincentenary to Boston's historic port is again focusing attention on Boston's rich maritime traditions. And those who look seaward in 1992 will see a Port of Boston that is different from the ports of 100, or 50, or even 20 years ago, but a port that remains a vibrant and vital economic asset.

The Boston seaport may easily be one of the least understood and most undervalued link in the Massachusetts transportation network. While nearly everyone in the state has driven on state roads or the turnpike, jumped aboard the MBTA, or traveled through Logan Airport, far fewer ever see or come into con-

tact with the state's maritime facilities. Though largely out of the public's view, the port, in 1992, is thriving.

According to the Massachusetts Port Authority, international trade through the Port of Boston generated more than \$1 billion in economic benefits for the region in 1991. In the past ten years, cargo growth has surged in Boston's commercial waterfront. Each year the Port of Boston handles over 23 million tons of cargo valued at more than \$7 million; the port's three public cargo terminals (Massport's Moran Container Terminal in Charlestown and Conley and Harbor Gateway Terminal in South Boston) handled more than one million tons of general cargo.

Since the mid 1970s, Massport has carried out a systematic program to revitalize Boston public marine terminals and other aspects of the working waterfront. In the last ten years alone, more than \$200 million was invested in the working waterfront and related facilities. Through this investment in the Port of Boston, Massport has:

- Rehabilitated old terminals, built new terminals, and made investments to protect and maintain the local fishing, lobstering, and ship repair industries.

- Redeveloped older waterfront properties, including Commonwealth Pier, site of the World Trade Center Boston, which are no longer suited for modern cargo operations.

- Built roads, sewers, and utility lines to serve the working waterfront.

- With state and local government, helped to plan the revitalization of key waterfront districts, while maintaining public access to the recreational opportunities afforded by one of the world's great harbors.

The Tall Ships carried people and goods to every corner of the globe, an achievement and a tradition still made possible by Boston's seaport. According to Massport Executive Director Alden S. Raine, "Boston's seaport is well on the way to building a future that will be as proud and prosperous as its past."



# SAIL BOSTON IS JUST ONE OF THE REASONS TO SAIL INTO MASSACHUSETTS

Massachusetts has so much to offer, and it's all so simple to enjoy. Whatever you want to see or do in Massachusetts, it's just a short drive away, and the choices are virtually endless. There's the cultural excitement of Boston, Worcester and Springfield, or the peace and tranquility of the north and south shores. You can enjoy the spectacular beaches of Cape Cod, Martha's Vineyard and Nantucket, or the world-renowned arts and music festivals of the Berkshires. No matter where you travel, Massachusetts offers something for every visitor and every interest.

For a complete Massachusetts Vacation Kit, call the Massachusetts Office of Travel and Tourism at 1-800-447-MASS, extension 500.

Need travel assistance? Call 617-727-3201, weekdays from 9 am to 5 pm.

For detailed information on Massachusetts' distinctively different regions, contact the regional tourist councils.

## MASSACHUSETTS REGIONAL TOURIST COUNCILS

- Berkshire Hills Visitors Bureau  
Berkshire Common Plaza  
Pittsfield, MA 01201  
413-443-9186  
1-800-237-5747 (U.S.A. & Canada)
- Bristol County Convention and Visitors Bureau  
P.O. Box 976  
New Bedford, MA 02741  
508-997-1250  
1-800-288-6263
- Cape Cod Chamber of Commerce  
Hyannis, MA 02601  
508-362-3225
- Franklin County Chamber of Commerce  
P.O. Box 790  
Greenfield, MA 01302  
413-773-5463
- Greater Boston Convention and Visitors Bureau  
Prudential Tower, Suite 400  
P.O. Box 490  
Boston, MA 02199  
617-536-4100
- Greater Springfield Convention and Visitors Bureau  
34 Boland Way at Baystate West  
Springfield, MA 01103  
413-787-1548  
1-800-723-1548 (U.S.A. & Canada)
- Martha's Vineyard Chamber of Commerce  
P.O. Box 1698  
Vineyard Haven, MA 02568-1698  
508-693-0085
- Mohawk Trail Association  
P.O. Box 722  
Charlemont, MA 01339  
413-664-6256
- Nantucket Island  
Chamber of Commerce  
Main Street  
Nantucket, MA 02554  
508-228-1700
- North of Boston Convention and Visitors Bureau  
P.O. Box 642  
Beverly, MA 01915  
508-921-4990  
1-800-742-5306
- Northern Middlesex Convention and Visitors Bureau  
45 Palmer Street  
Lowell, MA 01852  
508-454-5633
- Plymouth County Development Council  
P.O. Box 1620  
Pembroke, MA 02359  
617-826-3136  
1-800-231-1620 (U.S.A. & Canada)
- Worcester County Convention and Visitors Bureau  
33 Waldo Street  
Worcester, MA 01608  
508-753-2920
- State-wide Information:  
Massachusetts Office of Travel and Tourism  
100 Cambridge Street, 13th Floor  
Boston, MA 02202  
617-727-3201  
1-800-447-MASS

# MASSACHUSETTS

## OFFICE OF TRAVEL & TOURISM



# THIS SUMMER SOME OF OUR MOST BEAUTIFUL CANVASES WON'T BE IN OUR MUSEUMS.

From July 11 to July 16, Boston Harbor will be home to something our shores may never see again: a fleet of more than 160 of the most spectacular Tall Ships still sailing the oceans. It's an historic event called Sail Boston, the final North American port of the Grand Regatta Columbus '92 Quincentenary, commemorating the 500th anniversary of the discovery of the Americas. The week-long celebration is a perfect time to plan a vacation to the area and discover all the reasons Massachusetts is worth a trip—whether you're coming just a few hours up the highway or across the Atlantic. For your free Sail Boston brochure, call 1-800-952-SAIL.

MASSACHUSETTS